

A. S. WATSON & CO., LTD.

Wholesale & Spirit Merchants
ESTABLISHED 74 YEARS
Agents for

MESSRS. W. & A. GILBEY'S
WINE & SPIRITS.

MESSRS. JOHN DEWAR & SON'S
SCOTCH WHISKY.

MESSRS. JOHN JEFFREY & CO'S.
PILSENER BEER.

A PRIVATE'S "KINGSHIP"

This is the most highly organized and mechanical war ever fought, says a newspaper correspondent, concluding a long letter to a London paper. All modern science has gone to the making of it. But in the last resort you get to the human factor, the fighting man, who is the only one who can win. It is upon the same qualities which gained victory in the days of bows and arrows. Here is a tale which may be untrue, but which is well told, and will serve as a parable. When Ypres was first bombarded early in November we withdrew our troops from the town, but we did not remove the civil population. There was one British private who did not leave with the rest, for he was asleep in a cellar. Next morning he awoke to find Ypres without any authority, and, thinking that he set about governing it himself. He kept the citizens under an iron discipline, had looters shot at sight, and, though himself inclined to the bottle, prevented drunkenness in others. They called him the Roi d'Ypres, but his kingship lasted only for a week. A cautious Court-martial tried him, found that his efforts in the cause of order had been good, and forgave him his other delinquencies. I take the doings of the not wholly reputable and probably mythical British private as emblematic of a certain governing and winning quality most and the human factor will still remain and will still be granted a reasonable equality in equipment—determine the issue. In all humility one may believe—and the past months give warrant for the faith—that in the human factor we have the better of the enemy.

THRILLING DEEDS.

7 Against 250.

It has been stated by Italian newspapers, and also by men of letters who have come from the Near East, that great numbers of the boats have been abandoned or wrecked on the Gallipoli coast. A naval officer has furnished me with an explanation of the fact. Some of the British crews, conveying and carrying supplies, were proportionally as heavy laden as the soldiers, but very many of our sailors, when they saw the men leaping into the water amid a shower of shells and bullets, and struggling to the land, were wholly unable to resist the temptation to go with them. Clinging any rifles that offered, off they rushed to clear the hell sink in the precipitous rocks behind the beach. Their blood was up, and many of the boats were left to themselves. As most of the sailors were found to be such good fellows in the hard fighting and such good companions, the soldiers would not let them go back to their boats for a long time. Seven daring, reckless sailors set out with a firm determination to capture a body of 250 Turks, who had caused much annoyance and many deaths. An officer of the Fleet assured me that had he not seen it he would not have believed that soldiers could do what ours did a month ago. Nothing could deter them, and nothing but positive orders could stop them. The same eagerness prevailed now, but there is not the same "no-say" to make headway at all costs. No wounded soldier can furnish a comprehensive account of any engagement, but all speak of exploits that thrill. A warship in difficult weather came to anchor off the Gallipoli coast. The ship was being towed by another ship when Turkish guns were being trained on it for its destruction.

LOSING WEIGHT BY THE POUND

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Supplies the blood with the wanted nourishing and healthy flesh building materials. Very palatable.

OF ALL CHEMISTS

Prices: \$1.25 and \$2.25

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STEAM OR MOTOR VESSELS Forgings Castings and Repairs PUMPS INJECTORS AND ENGINEERS STORES SHIPPED TO ORDER

Write for Prices
W. S. BAILEY & Co., Ltd.
ENGINEERS AND SHIPBUILDERS.
Sole Agents for KELVIN MOTORS.
STEAM LAUNCH FOR SALE OR HIRE.

LEE YEE'S
HAIR DRESSING SALOON.
Electric Facial Massage with
Massage Cream, Perfumes,
By
EXPERIENCED HAND
Nails, Manicures,
Ladies' Fashion Books and
Toilet Requisites.
12, D'Almeida Street.
Hongkong, July 5, 1915. 381

HOTELS

KINGSCLEERE HOTEL, HONGKONG.

UNRIVALLED position in the HUI district, overlooking the Botanical Gardens and facing the Harbour. Numerous quiet suites with luxuriously fitted bedrooms, telephones and electric fans. Telephone in Bedrooms and Sitting-rooms throughout. Telephone No. 1122.

Cable Address: "Kingscleere."
A.B.C. Code 5th E4.
Hongkong, September 1, 1908. 1908

KING EDWARD HOTEL

Central Location.
Electric Traction, Pass Rooms,
Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fixings.
Hot and Cold Water System throughout.
Best of Food and Service.
Telephone 373.
Telegraphic Address:
"VICTORIA." FRANK L. COCKE,
Manager.

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GENERAL IMPORT &
EXPORT
CANTON

LARGE WHOLESALE & RETAIL STORE:

FURNITURE, Draperies, Groceries,
Rugs and Shirts.
Makers of Jewellery, Lacquerware,
Crockery Ware.
Ironmongery, Wine and Spirits.
Foreign Clothes for gentlemen made to
order by our own tailors.
Large assortment of Chinese Silks and
Foreign Goods of every description.
All goods sold at reasonable prices.
The Cheapest and Best place in Canton &
Hongkong to buy Chinese and Foreign
Goods.
- SUP PAT POO STREET,
CANTON and
Nos. 257, 259, Des Voeux Road
and No. 120, Connaught Road Central.
Tel. No. 811. Hongkong.

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE YETTER THE MARINE OF
THE OCEAN MARINE INSURANCE
COMPANY, LTD.

THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1912.
£23,622,185.
[Authorized Capital £5,000,000
Subscribed Capital £4,500,000
Paid up Capital £2,437,500
II—Fire Fund £3,890,114
III—Life & Annuity Funds £1,188,180
Sinking Fund Account £6,512

Revenue Fire Branch £2,067,108
Life and Annuity £1,973,269
Branches £1,973,269
Revenue Marine Department £98,694
Other Receipts £40,126
£5,283,157

The Accumulative Funds of the various
Branches are separately invested, and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.

SHEWAN, TOMES & CO
Agents

SINGON & CO.

ESTABLISHED A.D. 1880.
IRON STEEL, METAL and HARD
WARE MERCHANTS. Wholesale
and Retail. Ironmongers. Pig Iron and
Foundry Coke Importers. General Store
keepers and Ship Chandlers. Nos. 35 and
37, King's Cross Street, (Mid Street, west
of Central Market) Telephone No. 512.
Hongkong, September 5, 1915.

FRENCH LESSONS

G. MOUSSON.
15, Morrison Hill Road.

If you have lost your appetite, one of
the best variety of dairy dishes at the
ALEXANDRA CAFE is sure to tempt
you.

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THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-
MASTERS, BRASS AND IRON FOUNDRERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.
Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway
Rolling Stock, Bridges, and all classes of Engineering, Iron and Wood Work.
SHAVING DOCK 78' x 58' x 34' 6"
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SHIPWAYS having vessels up to 3,000 tons displacement,
providing conditions for painting ships with coal efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shops ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—
JOHN L. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.
As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, ETC.
Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the
Docks Office.

BUTTERFIELD & SWIRE
HONGKONG, CHINA AND JAPAN AGENTS.
Telegraphic Address: "TAIKOODOCK." Telephone No. 912

The Best Meals in Hongkong.

Either light or substantial

Available only at the

BAGUIO HOTEL

Baguio, P.I.
5,000 Feet Above Sea Level—Mean Temperature, 65°
The Coming Health Resort of the Far East.
Eight Hours From Manila, Rail or Auto
Breathing Climate in the Pine Country of Northern Luzon
The "BAGUIO" is unequalled for location, climate, homelike atmosphere and
modern up-to-date features.

-P-6 Up, Daily. -P-35.00 Up, Weekly

Special Rates For Prolonged Stays
BENQUET COMMERCIAL CO., Proprietors.—Cable Address—"BECOME" 915

THE HONGKONG HOTEL

and
GRILL ROOM

J. H. TAGGART,
MANAGER.

PEAK HOTEL

ADAMANTLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.
Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Saloon.
Road Garden.

Terms—From 50 pence per day.
Telegraph Address—P. O. FEUSTER,
Manager.

GRAND HOTEL

FIRST CLASS AND UP-TO-DATE HOTEL, most central location, within
the vicinity of all the principal Banks,
Noted for the Best Food, Entertainment, Accommodation and Cleanliness. Cuisine
under European Supervision. A First Class string Orchestra, renders selections from
5.30 p.m. to 11.30 p.m.
Special monthly terms for residents and for Shipping.

For further particulars apply—
Telephone No. 107.
Telegraphic Address—"COMFORT" 600

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GREEN ISLAND CEMENT CO., LD

Portland Cement

In Casks of 875 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

A Preventive of Malaria MOSCATINE.

The infallible insect repeller,
Price 50 cts., \$1.00 and \$2.50 per Bottle.

Prepared only by

THE VICTORIA DISPENSARY.

32, Queen's Road Central.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND 1" to 15"	CABLE LAID 5" to 15"	4 STRAND 3" to 10"
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Shewan Tomes & Co.

Hongkong, April 11, 1912.

"MUMEYA."

"While-you-wait" Photography

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH
APPARATUS AND MATERIALS WHICH CAN FINISH
IN AN HOUR

PRICE 2.00 per 8 pcs. for Post Card.

No. 8, Queen's Road Central.

TELE. No. 254.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDER. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two shipways and can accommodate any craft
of 200 feet long.

Town Office, 48, Connaught Road Central, Hongkong. Telephone No. 459.
Shipyard, Sham-Pai-Po, Kowloon, Hongkong. Telephone No. K 7.
Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1912.

Bournville

The "COCOA de Luxe"

HIGHEST GRADE
BRITISH MADE

"BOURNVILLE COCOA represents the
highest grade of nutritive cocoa at present on
the market. It fully maintains its high reputation
in food value and delicacy of flavour, and
is second to none in any respect whatsoever."
Medical Magazine, March 1912.

CADBURY'S CHOCOLATES

In Tins and Fancy Boxes
Specially Packed for Export

FROM "THE FACTORY IN A GARDEN" BOURNVILLE, ENGL.

Hongkong, Dec. 17, 1912.



Hughes and Hough

ATTORNEYS TO THE GOVERNMENT.

AND ADMIRALTY.

General Auctioneers

AND

Share, Coal and

General Brokers.

PROPRIETORS

"TO-KWA-WAN"

COAL STORAGE.

Codes used

A.B.C. 4th & 5th Rooms.

AL TELEGRAPHIC CODE.

Telegraphic Address

MEIRION HONGKONG.

PUBLIC AUCTION

The Undersigned have received instructions to sell by Public Auction,

on

FRIDAY,

the 16th July, 1915, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A QUANTITY OF

VALUABLE TEAKWOOD AND

TEAKWOOD FURNITURE, etc., etc.

As follows:—

TEAKWOOD.—Sofas, Chesterfield Sofas and Chairs (New), Bedroom Suites, Dining Room Furniture, Toilet Tables, Wardrobes, Washstands, etc., Sideboards, Dinette Waggon, Extension Dining Tables and Chairs, etc., etc.

BLACKWOOD.—Cabinets, Chairs, Flower Stands, Brackets, Marble-top Tables, Card Tables, Stools, Photo Frames, etc., etc.

Also

Dinner Services and Crockery Ware, Cutlery, Cooking Stove, Piano by Broadwood & Sons, Carpets and Rugs, Glass and Sundry E.P. Ware, Electric Reading Lamps, etc., and 2 Rubber Tyred Rickshaws (in good condition), AND A LARGE QUANTITY OF PONGEE SILK TO BE SOLD IN SMALL LOTS.

Catalogues will be issued.

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, July 10, 1915.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

(FOR ACCOUNT OF THE CONCEALED),

on

SATURDAY,

the 17th July, 1915, at 11 a.m.,

at their Sales Rooms, No. 8,

Des Vaux Road, Corner of

Ice House Street.

A number of pairs of Lady's and Gent's

Boots and Shoes, Sun Shades, Umbrellas,

Raincoats, Suit Cases, Several lots House-

hold Linen, etc., etc.

Also

Knitting Machines (new), 3 Typewriters,

and

Four Cases White and Tan Boot Dressing

to be sold in small lots to suit purchasers.

Also

A number of lots of PONGEE SILK.

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, July 15, 1915.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on

TUESDAY,

the 20th July, 1915, commencing

at 2.30 p.m., at their Sales Rooms, No. 8,

Des Vaux Road, Corner

of Ice House Street.

A QUANTITY OF

VALUABLE TEAKWOOD

FURNITURE, etc., etc., PRINCIPALLY

NEW STOCK.

As follows:—

One Silk Tapestry-covered Drawing

Room Suite, An Assortment of Bedroom

Furniture, Upholstered Arm-chairs and

Sofas, Carpets, Rugs, and Brass-mounted

Bedsteads, Sideboards, Dining Waggon,

Extension Dining Tables and Chairs, etc.,

etc., etc., Dining Services, Crockery, Glass and

E.P. Ware, Cooking Stove, Cutlery, etc.,

etc., etc.

Also

One Old Blackwood Wardrobe, One

4-fold Blackwood Screen (Porcelain

Panel), Stands, Tapestry, Settees, etc.,

One Piano, Several pairs Lace Outfits

(NEW) 4 yds. 1 Sewing Machine, One

American Cigar and Tobacco Cabinet, One

American Safe and 2 Remington Type-

writers, Electric Standard Lamps,

etc., etc., etc.

(Full Particulars from Catalogue.)

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, July 15, 1915.

KING'S HONOUR FOR LIEUT. WARNEFORD.

HIS MAJESTY'S MESSAGE TO THE ZEPPELIN WRECKER.

The public will learn with the utmost gratification that his Majesty the King has been prompt to confer upon the young hero of the great Zeppelin wrecking exploit, Flight Sub-Lieutenant Warneford, the coveted reward "For Valour."

The King's decision was made known yesterday afternoon by the following communication issued by the Secretary of the Admiralty:

His Majesty the King has sent the following telegram to Flight Sub-Lieutenant Warneford:

I most heartily congratulate you upon your splendid achievement of yesterday, in which you single-handed destroyed an enemy Zeppelin.

I have much pleasure in conferring upon you the Victoria Cross for this gallant act.

GEORGE R.I.

A SPLENDID EXPLOIT.

(By Percival Landon in the "Daily Telegraph.")

FRANCE, June 7.

Accustomed as the Army is to the astonishing ascendancy of our aircraft over those of the enemy, and though every day some new and valuable service is rendered by our aviators, the news of this afternoon that one of our men had destroyed a Zeppelin in full flight between Bruges and Ghent has been received along our trenches with a stir of admiration and enthusiasm—an enthusiasm which, strange to say, the members of the corps itself will probably be the last to appreciate. They have already established themselves as a full-fledged race apart, with their own traditions and their own unwritten code of etiquette. Unfortunately for the rest of the world, the first article in this code decrees that with clearness the singing out of one member of the body for praise, whatever the gallantry of his action.

The story told here in high quarters is of such interest that, even at the risk of being included in the official despatch to-night, it is worth setting down. It appears that this morning the aeroplane marked 44 and at once circled above the Zeppelin. Having secured the air gauge, the aviator swept down upon the airship, launching his explosives as he did so. He was more successful than he believed possible. Before he had time to do more than begin his upward curve the explosion of the gas envelope took place, and the aviator was swept from his airway by the sudden upblast.

PETROL TANK EXPLODED.

Ready as he was for a sudden ascent, this swift and unexpected torpedo of his own creation swept his machine upwards and over as if it had been a feather. It was a moment when only the utmost coolness and skill could save him, and it is satisfactory to know that neither was lacking. The aeroplane described a full circle in the air, and then, after this involuntary loop, pursued her way for a short distance. But war aeroplanes are not provided for such manoeuvres in their early fields. The circle had emptied the petrol tank in front of the craft. There was therefore nothing for the aviator to do but descend to ground, and there, after refilling his tank from the emergency store which is always carried in rear, to attempt to rise again.

On the face of it, the enterprise was doomed. But the aviator had no other choice, so, plunging down to the most desolate spot he could find, he hastily refilled his front tank as full as he could, and set off once more, just in time to avoid the German chase. He returned safely to our lines.

Hardly had this tale had time to circulate through Headquarters before a second aviator's exploit was recorded. In this case it is possible that, though the element of drama was less prominent in the narrative as it was received here, the material damage may have been several times as great as in the first case. It had been suspected for some time that some new factory buildings in Evere, some four or five miles to the north of Brussels, were not entirely what they seemed to be, and an aeroplane was sent to inquire. The pilot dropped a bomb through the roof, and an explosion of such huge intensity immediately resulted that it is certain at least one of Count Zeppelin's monsters, possibly two, had been destroyed, besides the probably complete destruction of the fitting and repairing plant. In this case, also, the aeroplane escaped without harm.

These two stories, which, after all, are but two further additions to a roll of honourable achievements which will never be known in full till the end of the war, have helped to increase, it is possible, the confidence of the whole armies in our aerial service. It has already done yeoman service in the few months in which it has had the opportunity of proving its quality—and it has never yet failed.

THE WAR ON ZEPPELINS.

Ever since the war began our aviators, particularly those of the Naval Wing, have made a dead set at the bulky dirigibles to which Germany pins her faith but it was not until September 22 that

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCEALED) at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

One Grand Piano by

John Broadwood & Sons,

One Boudoir Grand Piano by

Brimmhead & Sons

in good condition.

Full Particulars from the Undersigned.

Terms:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, May 20, 1915.

an opportunity arrived of carrying this offensive policy into effect. The Zeppelins were careful to keep beyond the reach of our aviators, so on the date in question the latter decided to seek out their prey in the enemy's own country. Unobserved was accordingly visited by several machines, and one of the pilots, Flight-Lieutenant Culpe, planned down to within 400 feet and dropped three bombs on the Zeppelin shed. The extent of the damage done was not known, but on October 3 the visit was repeated, this time with complete success. Bombs dropped by Lieutenant Marx from a height of 300 feet, hit the shed, went through the roof, and destroyed a Zeppelin. Flames shot up 300 feet, the result of the ignition of the gas in the envelope. Besides Lieutenant Marx, two other naval aviators took part in this daring raid, and all three returned safely, though their machines were lost. Brilliant as was this feat, it was quickly followed by another still more sensational in many respects. On November 22 a flight of aeroplanes, under the command of Squadron-Commander E. F. Briggs, flew from French territory to the Zeppelin air factory at Fribourg.

They flew in a constant line, and they flew in succession down to close range, under a heavy fire from guns, machine-guns, and rifles, and launched their bombs. Commander Briggs was unfortunately brought down by a bullet through the petrol tank of his machine, and was taken prisoner, after having been brutally assaulted by a German soldier. Both the other officers returned safely. They reported positively that the bombs dropped had reached their objective, and that serious damage was done to the Zeppelin factory. As the Admiralty rightly observed at the time, "this flight of 250 miles, which penetrated 120 miles into Germany, across mountainous country, in difficult weather conditions, constitutes, with the attack, a fine feat of arms." Flight-Lieutenant Shippey, one of the aviators concerned in this feat, had also taken part in the successful raid on Düsseldorf during the previous month.

The next morning between our naval aviators and enemy Zeppelins took place on Christmas Day, when seven British aviators, starting from a point near Heligoland, bombed Cuxhaven and German warships anchored in the roadstead. As soon as the ships escorting the zeppelins were sighted from Heligoland, two Zeppelins, three or four, aeroplanes, and several submarines attacked them. A remarkable feature of the ensuing campaign against ships of war, it being reported that the two Zeppelins were easily put to flight by the guns of the Undaunted and Arcturion. All seven aviators eventually returned safely, though Flight-Commander Hewlett was missing for some days.

On Christmas Eve a lone-hand attack was made by Squadron-Commander Davies on an airship shed at Brussels, which was believed to contain a Panzerfaust, i.e., an airship of the non-rigid type. Twelve bombs were dropped, but owing to the clouds of smoke which arose from the shed, the effect could not be distinguished.

BRILLIANT AIRMAN.

It is probable that the promptitude with which the Victoria Cross has been conferred on Sub-Lieut. Warneford constitutes a record in the bestowal of decorations, only thirty-six hours having elapsed between the deed which won it and the official announcement of the honour. Lieut. Holbrook, who first penetrated into the Dardanelles with Submarine B 11 on Dec. 13, was given the Victoria Cross nine days later. Lieut. Commander Courtney Boyle entered the Sea of Marmara with Submarine E 14, and torpedoed some Turkish transports on April 27, but his Victoria Cross was not gazetted until May 21.

The announcement of the distinction bestowed on Flight Sub-Lieutenant Warneford by the King will evoke lively satisfaction among his comrades of the Royal Naval Air Service. Mr. Warneford is one of the many patriotic young Britons who hastened from distant quarters of the Empire to serve their country in its hour of need. He was in India on the outbreak of war, but came to England shortly afterwards, and is understood to have enlisted in the Second Sportsman's Battalion. Being greatly interested in aviation, however, he soon forsook the drill-ground for the Flying School at Hendon, where, on Feb. 10 this year, he successfully completed all the tests, received his pilot's certificate, and gained his commission in the Royal Naval Air Service.

The machine on which he is qualified as a pilot was a Bristol biplane, a type which is considered more stable and

DONT Forget after the above, Support the "Daily Telegraph."

ALEXANDER GIFFE,

Open T.M. Mailing.

POSTAGE STAMPS.

A BRITISH RARITY.

(By Fred J. Melville in the "Daily Telegraph.")

Gifts continue to be received in good numbers for the Stamp Sale which is being organised by "The Daily Telegraph" Belgian Fund. Among the latest to hand is one of the rarest of all English stamps. It is the early Victorian penny red stamp printed from plate 77, a used copy of which has been donated by Mr. G. E. J. Crailan, of Jersey. Plate 77 was never registered or passed at Somerset House, as it was found to be defective, but stamps printed from it have been known, presumably from a sheet or sheets passed into stock before the defect was noticed. Stamps from the plate are of the greatest rarity; there is an unused example in the Taping collection at the British Museum, and very few other copies are known to collectors. A general collection of stamps, formed by a young officer, the late Lieutenant D'Arcy P. Diefeld, of Taunton, Mr. F. G. Henderson, of Ankerly, has sent a valuable strip of six (Gibbons No. 32) a very unusual item in a strip of this size. There are numerous other gifts of considerable value, which are being acknowledged in the Belgian Fund column, but I mention these few special items to show the class of stamps which will produce the best results in augmenting the funds which are urgently needed to mitigate the hardships of our Belgian Ally. Stamps should be sent by registered post to the

Belgian Fund, "Daily Telegraph," Office, 135, Fleet-street, E.C.

ITALYAN WAR ISSUES.

Italy has issued a new set of stamps, but the Republic of San Marino, Italy, has marked its entry into the war by some postal issues. A 10 centesimo envelope has been produced, intended exclusively for correspondence addressed to the Italian army. It is a large, stone-coloured envelope, with the impression of the 10 centesimo stamp of 1906 in the upper right corner, and the heading at top, "R. Esercito Italiano" (Royal Italian Army).

Two official postcards have also been issued. These have no denomination or heading. One is for the use of the army, and bears the inscription, "Correspondenza 404 R. Esercito Italiano" (Correspondence of the Royal Italian Army), and in the upper right-hand corner is a representation of the Italian Coat of Arms. The size and style of the card resembles the ordinary postcards for use by the public.

The second kind of card (which measures 137mm. by 100mm.) is the inscription, "R. Marina" (Royal Navy), and is intended to serve for the correspondence of sailors on service with the Italian Fleet.

ITALIAN RED CROSS CARDS.

A double postcard of the face value 15 centesimi (7½ x 7½ centesimi) has been issued for the Croce Rossa Italiana (Italian Red Cross). Each card bears an effigy of the late King Humbert. On the first part in addition to the portrait are the Italian Arms, and the printed address "Alta Presidenza della Croce Rossa Italiana, Roma." The other part has in place of the arms the Geneva Cross, with the inscription "Compendio di Ginevra 22 Agosto 1864." The use of this double card is for writing inquiries to the Red Cross on the subject of wounded, missing, or captured soldiers, the second part being used by the society for the reply.

NEW TOGO STAMPS.

The stamps of our British Colony of Gold Coast have now been over-printed for use in the captured German colony of Togoland. The over-print is in small ordinary type, reading in three lines.

TOGO

ANGLO-FRENCH

OCCUPATION.

Messrs. Whitfield King and Co., who have shown me the new issue, tell me that the over-printing is done at Accra, and that there is a full series, comprising the following denominations: 4d, 1d, 2d, 2½d, 3d, 6d, 1s, 2s, 2s 6d, 5s, 10s, and £1. The 4d and 5s values are

safer to handle than the speedier monoplanes. When he accomplished his magnificent exploit last Monday he was flying a Morane monoplane, and the fact that, at a height of over 6,000 feet, he was forced by the upward blast of the exploding Zeppelin to "loop the loop," yet managed to descend safely, and again start out for home, is striking testimony to his superb airmanship. It is believed that until he joined the Hendon School early in the present year Mr. Warneford had never made an aeroplane flight, yet in less than six weeks he has achieved so perfect a mastery of the science of aviation that he has been able to attack and destroy in its own element one of Germany's greatest "Dreadnoughts of the air."

His reputation as a pupil at Hendon was that of a brilliant, daring, but eminently practical airman. In addition to learning how to handle an aeroplane in almost every conceivable contingency, he made a special study of the mechanism, and this knowledge doubtless stood him in good stead on Monday morning, when, having been compelled to come down in hostile territory, he was able to get his monoplane going again and return safely to his starting-point.

(Since the above was written, Lieut. Warneford, to the great grief of the nation, met with a fatal accident at Page 52.)

AUCTIONS.

Important Auction of LAND IN SWATOW.

L. MOORE & CO., LTD.

(ESTABLISHED 1874.)

Having been favoured with instructions from

The Trustee

of the estate of Frank Harry Hyde (in bankruptcy) will sell by Public Auction within their Salesrooms

TUESDAY, 10th August, 1915,

at 4 p.m. precisely.

That Valuable and very Desirable

PARCEL OF LAND

situate in the foreign settlement of Swatow and known as the site of the Swatow Hotel (which Hotel was recently destroyed by fire).

Particulars. The Land is held under one Foreign and two Chinese title deeds. The Area of the land is 5120 superficial feet.

The North boundary measures 52 feet and is bound by property of the Estate of Dirks & Co.

The South boundary measures 52 feet and is bound by a 15 foot road.

The East boundary measures 60 feet and is bounded by the Maritime Customs property.

The West boundary measures 60 feet and is bounded by a 16 foot road.

The property is in the heart of the Foreign settlement and comprises one of the best business sites in the port.

Conditions of Sale may be obtained on application to the office of this paper or direct from THE AUCTIONEERS.

SEALED BIDS

The Auction will, as advertised, be held in Shanghai and in order to give purchasers non resident in Shanghai an opportunity to bid sealed offers in SHANGHAI TAEIS will be accepted, which offers will be opened in the room at the time of the sale and in the presence of the Trustee.

L. MOORE & CO., LTD.,

45 Kiangse Road, Shanghai.

Auctioneers.

Hongkong, July 13, 1915.

the surface-coloured paper varieties of the Gold Coast stamps.

The French and French colonies in

Togo have already a long list of new

stamp issues to account for. There have

been so many, indeed, that one philatelist, Mr. R. E. R. Dalwick, has com-

pleted small book on the subject, "Togo

and its Occupation Stamps," which has

just been published by "Stamp Collect-

ing" at 6d.

FRENCH RED CROSS STAMPS.

Still they come, these penny stamps

of the French colonies, surcharged an

extra "sou" for the benefit of the

French Red Cross. The latest are for

the colonies of Martinique, Guadeloupe,

and French Somali Coast. The Somali

stamp over-printed is a new one, it is

a design not hitherto recorded; it shows

a portrait of a native girl, framed with

a rather effective marine design by Mons.

A. Montader, a well-known French

philatelist.

CANAL ZONE OFFICIAL STAMPS.

Four stamps of the Panama Republic

Piping Watson's LIQUEUR SCOTCH WHISKY



A.S. WATSON & Co. Limited.

WM. Powell LTD.

TELEPHONE 316

STRONG, DURABLE
and ARTISTIC

BABY CARRIAGES

in
Wood and Cane
with
upholstery to match.

FOLDING CARRIAGES.

WM. POWELL, LTD.

THE DIARY.

MEMO. FOR TO-MORROW.

2.30 p.m.—Auction of Teakwood and Blackwood Furniture at Messrs. Hughes and Hough's.

General Memoranda.

Saturday, July 17—
11 a.m.—Auction of Miscellaneous Goods (Books, Shoes, Raincoats, etc.) at Messrs. Hughes and Hough's.

Monday, July 19—
5.30 p.m.—Victoria Recreation Club's Annual Meeting.

Tuesday, July 20—
Evening—Jockey Club Extraordinary General Meeting.

Wednesday, July 21—
King of Greece's Birthday (1845).

THE EDWARD DISPENSARY

C. RAMMING & Co., "r.
Chemists and Druggists.

GREAT REDUCTIONS IN PRICES.

PRESCRIPTIONS ACCURATELY
DISPENSED.
Pure Drugs, Patent Medicines, &c.

2A, QUEEN'S ROAD, HONGKONG.
Hongkong, July 15, 1915.

would be no essential change in "Orestes" if the manner and the incidents of Clytemnestra, with all the little details that follow, had been occasioned by other motives than the warlike ambition of the king of kings and his long expedition into Thyrina.

Unquestionably, war serves the epic better than any other form of literature. It is to be remarked, however, that the military epics always relate events far in the past. This is true of the "Chansons de Geste" on the Charlemagne legend, and of the "Song of Roland," eleventh century, which is about two hundred years after the death of the hero celebrated. Again, the First Crusade happened in the twelfth century, while "Jerusalem Delivered" appeared in the sixteenth. An even greater interval occurs between the publication of "Paradise Lost," in which Milton tells of the war between Satan and the Eternal. Evidently legend is more available for the uses of the epic poet than actual history; and so we must not count on seeing "poetical monuments," celebrating the present war, as soon as the peace-articles are signed. "If Joffre, his officers, and their bearded soldiers, appeared as a Homer among us, it is not we but our descendants who shall hear his song." Coming down the years to epochs less distant from the present, the writer observes that:

"The wars of the Revolution and of the Empire, with the outstanding personage of Napoleon, 'seemingly born for epic purposes, at first afforded nothing at all in poetry. Later we meet some verses of Lamartine and of Victor Hugo; the certain chapters in novels, such as those on Waterloo, in La Charteuse de Parme, and the prelude of La Charteuse de Parme, by Stendhal. In fact, the most important work derived from the Napoleonic wars—excluding histories and memoirs—is Tolstoy's 'War and Peace.' What of the War of 1870? Out of it we have 'The Terrible Year,' which does not show Hugo at his best; some short stories of Daudet and of Maupassant, and a vigorous if tragic novel by Zola. And this is about all.

"Nevertheless, some may argue that, outside of works directly inspired by war, we must consider in a general way its action on the soul of a people, the stimulus it provides for both writers and the public in the uplifted soul of the country. There are shades of qualification on this contention, and even certain counter-indications, as physicians say. The wonderful flowering of the Italian Renaissance, and, if one may so term it, the pre-Renaissance, which stretches from Dante and Giotto to Tasso and Michelangelo, from the fourteenth to the sixteenth century, was for Italy a period of incessant agitation, invasion, civil and foreign wars, and of misery without measure. Shall it be assumed that this very state of crisis stimulated actively and enriched human minds? At least in the case of Dante it can not be denied that the discord which racked his country, and his own feelings as a partisan, kindled his genius marvelously. 'The Divine Comedy' abounds in imprecations and adjurations that would have been pointless in a country at peace. And it may be that what there is of anguish and of violence in the work of Michelangelo at the latter end of this period is to be explained on the same ground.

"On the other hand, however, we discover that the light and splendour of the age of Pericles and of Augustus dawn only after the wars and in the calm of peaceful years. The question suggests itself, then, whether war in itself, dire in any event, and wretched as well when intestine, makes fertile the field of letters and art, or whether the real agent is the glory and prosperity that follow a triumphant issue?

Furthermore, what are we to think of the familiar evidence of Germany in this connection? asks the writer. Her literary climax, attained with the coming of Goethe, Schiller, and Kant, coincides with a condition in politics of febrility, if not actual distress, while the era of Bismarck and of the formation of the new Empire was marked by 'intellectual inferiority and sterility,' as Nietzsche was for ever crying.

AN ENORMOUS HAUL OF OPIMUM.

The Revenue Department this morning made another big seizure of prepared opium on board the French Mail steamer "Polyestien." Particulars and details are not yet available, but it is stated that a Frenchman on board was arrested and that the selling value of the opium, if up to the Government's standard, will probably be in the region of £30,000. The quantity seized should the steamer was stated to be twice as much as that seized aboard the s.s. Hai Mun and was contained in a large number of packing trunks and cases. The case will be mentioned at the Magistrate's tomorrow.

Mr. Hutchinson, in conversation with a representative of the "China Mail," said the seizure was the most remarkable in the history of the Colony.

NEWS OF THE DAY.

LOCAL AND GENERAL.

Mr. Cheong has sent us some excellent photos of the flood on the Shamone, Canton.

Mr. V. Ward, late of W. C. Jack and Co., has joined the Sportman's Battalion, Royal Fusiliers.

The death at Home is recorded of Mr. W. R. Walter, for many years chief of Messrs. Jardine, Matheson and Co.'s Yokohama staff.

Unable to go to Tsingtau or Weihaiwei, and not being wanted in Japan, 70 German students from Shanghai are being damped in Peitaiho, says the N. C. D. Mail (Tientsin).

Shanghai English S.V.C. were inspected recently by Major Trusman, Corps Commander, who congratulated them on their smart appearance, full attendance, and keen spirit.

Albert Ronald Gutierrez, aged 19, son of Mrs. A.R. Davies, died in the Shanghai General Hospital through falling twenty feet from a verandah, losing his balance after climbing on the rail.

The Rev. W. H. Hewitt, whose work he at St. Stephen's College and St. John's Hall will be remembered, has accepted the Wardenship of the former, and is expected in Hongkong at the end of August.

The "N. C. D. News" is informed that the China Navigation Company has reduced the rates of its steamers to the minimum of their fleet to the extent of fifteen per cent. on their salaries for the year ending July 31, 1915.

A Hague cable to the Sumatra Post says that the submarines of the Allies are now bearing Constantinople; all Turkish transport vessels in the Marmara Sea have been run down, so that now it is a question how to send troops to Gallipoli. The Turkish warships do not venture outside the Golden Horn and the Bosphorus.

A black buoy, surmounted by a cylindrical daymark, to be known as the Entrance Buoy, has been established on the western side of the southern entrance to the South Channel, Hainan Straits. The buoy is moored in 8 fathoms of water; and from the buoy, Riverside Rock bears N. 53° W., magnetic, distant 2.4 miles.

The Archdeacon of Hongkong deals with "The Church," Major-General Kelly C.B. with the "Profession of Arms," Mr. R.E.O. Bird with the "Profession of Teaching" and Dr. G. Montagu Harston with the "Profession of Medicine," in a "Symposium of Thoughts" under the general title of "The Professions" in No. 8 of College Chimes, the organ of St. Stephen's College.

The day following the departure from Hongkong of the N.Y.K. "Mikasa Maru," Mr. Akamatsu Kakuro, sub-manager of the London branch of the Mitsui Bussan Kaisha, who was returning to Japan, jumped overboard and was drowned. The deceased left a letter addressed to his brother, Dr. Masao, a member of the Diet, but no reason for the suicide is yet known.

The day fortnightly whist drive of the Royal Dockyard Recreation Club took place last evening. There was a good attendance, 17 tables being in use. The prizes were distributed by Mrs. Hawken, and the winners were—Ladies—1. Mrs. Cochran; 2. Mrs. Sears; 3. Mrs. Bowers. Gents.—1. Mr. H. Budden; 2. Mr. F. Williams; 3. Mr. C. J. Tachi. The "booby" prizes were awarded to Mrs. Fooks and Mr. R. Cochran.

The Tungsha lightship was replaced in her advertised position on the 5th July in the Yangtze, River-South Channel Entrance. The new illuminating apparatus is dioptric group flashing of the fourth order, showing three white lightning flashes in quick succession every 30 seconds. The approximate power of the flash is 21,000 candles. The light, which will be exhibited from a lantern carried by a steel tower, is 34 feet above the sea, and should be visible in clear weather at a distance of 11 nautical miles.

The Railway News understands that the North British Locomotive Company has contracted for the supply of 100 main line passenger and goods locomotives for the French State Railways. The company was approached, the journal states, to see whether it could help the French Government in this time of emergency, as some of the important locomotive works in France are in the hands of the enemy, while others, owing to the war, are very short-handed. The company communicated with the War Office, and, having obtained its consent to the work being included in the category of war supplies, a contract has been entered into between the parties on the basis of early delivery.

DON'T NEGLECT YOUR FAMILY.

WHEN you fail to provide your family with a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy at this season of the year, you are neglecting them, as bowel complaint is sure to be prevalent, and it is too dangerous a malady to be trifled with. This is especially true if there are children in the family, as one of two of these remedies will place the child within control and perhaps save a life or at least a doctor's bill. For sale by all Chemists and Dispensaries.

CANTON IN FLOOD AND FIRE.

(By An Eye-Witness.)

This is the worst flood so far known in Canton. The chief cause is attributed by an authority to be the overflowing of the North River, which started one and a half months ago. All the districts of Ting Yuen and Tsing Yuen are flooded. The original causes of the overflow are numerous—heavy landslides caused by the weight of the water forming small basins high up in the hills, breaking through and over the mass of water it rushes down headlong, tearing up rocks and every obstacle and forming larger basins lower down where the ground is so inclined, until the volume becomes too great and irresistible and then, breaking down the soil, the waters rush down and so on until they finally empty themselves into the West River. The other most important cause of the overflow of the up rivers is the land slippings on the river beds during many years making the rivers less capable of holding water from day to day. In one or two rivers the soil is of a reddish pasty thick hold nature, and this gets washed into river beds and remains and gradually silts up the beds. Finally, the absence of trees and vegetation generally (on the Kwangtung and Kwangsi rivers) which are known to absorb great quantities of water and relieve the overflowing waterways constitute another important factor among the causes. It is to be regretted that all the work done by the Water Conservancy at Shiu Hing on the banks of the river has now been washed away, and all the contributions of last year towards the Relief Fund appear to have been wasted. The Government were warned last year that this was likely to happen, and was advised to carry out the cutting of channels (shifting the water from one river to another as has been done in America and elsewhere) to release water during the rainy season and also to secure beneficial irrigation for the surrounding low growing districts.

After last year's flood a worse one was foretold owing to the silting of river beds. The channels should have been cut high up the rivers. Chinese engineers have quite recently been appointed to survey the water conservancy of the Kwangtung rivers. The work attempted has been apparently quite useless.

Canton offers a sorrowful aspect indeed. In some parts of the city the houses are entirely under water. There are three to four feet of water anywhere. On the Bund opposite Sincere's store and the Oriental Hotel about 14 ft. Until yesterday (13th) rickshaws and chairs drawn by coolies waist deep in water were practicable for transit. Last night the water had risen too high, and only boats, sampans, rafts, boxes, etc., were looking after the passenger traffic at exorbitant prices. The Bund last night somewhat resembled Venice—Chinese lanterns everywhere. Even in the streets the current was quite strong. The river is a raging torrent, full of logs and debris of miscellaneous kind flying past. Occasionally a sampan is torn away from its moorings and is swept down the stream and frequently upset. I saw three capsize and the occupants were apparently drowned. There is very little chance of escape, such is the force of the current and owing also to the undercurrents and whirlpools. Steamers only dare venture into the stream. The small concrete light towers in the river are now only a few feet out of the water and may give way at any moment. The buoys are struggling to keep afloat and only a small portion of these remains in view. Anchored to danger rocks the chains may give way as soon as the night gives out and this would imperil navigation. These rocks were, I am told, to have been blasted away, and arrangements had been almost complete for the purpose with a certain engineer, but the authorities decided not to proceed at the last moment alleging that it would be "bad joss." The streets in the city of Canton are under from 3 ft. to 15 ft. of water. The only means of locomotion are by boats, rafts, etc. The owners of these demand exorbitant prices for conveying passengers, and in many cases they take advantage of the predicament of the money stricken and now homeless people. Distance is no object. As much is demanded for 100 yards as for 1,000. One sampan owner demanded \$2 from me for 50 yards' transit. This was not the only occasion. I demanded to see his license and we soon came to terms. It cost me over twenty dollars in two days to see a little of the town in this manner. Rafts, tubs, boxes, tubs, etc., are being used now in the streets. Coolies are hoisted themselves up their rickshaws and chairs are useless. They are wading everywhere, at least waist deep, pale, tooth-chattering, striving to earn a few cents by carrying parcels. A shortage in foodstuffs has also been the result. In one hotel (The Taiping) one resident was unable to get a meal yesterday except at a "fabulous price." The butchers' and grocers' stores and most shops being on the ground floor were put out of action at the start. Hence the food difficulty. At the Oriental Hotel (Sincere's) no delicacies were obtainable yesterday in the way of food. The manager was rushing about all day from the stores to the hotel and vice versa and

SOCIAL AND PERSONAL.

Several local residents returned by the s.s. "Oriental" this morning. The list of passengers will be found on page 2.

Mr. Walter Hagen of Tientsin (formerly of Hongkong) has been granted a commission as 2nd Lieutenant, 12th Essex Regiment. He is in training at Colchester.

THE NEW G. O. C.

Major General Francis Ventris, who succeeds Major-General F. H. Kelly, C.B., as General in Command of the British Forces in China, arrived from England this morning by the P. & O. "Oriental." The new G. O. C. is not unknown to China, having been in command of the British troops in North China from 1903 till 1908. Major-General Ventris, who at one time was Colonel of the Essex Regiment, is a son of the Rev. E. P. Ventris of Church Aston, Salop. In 1883 he married a daughter of Major-General Horatio Nelson Davies and their family comprises three sons and two daughters. Major-General Ventris entered the Army in 1875, served in the Nile Expedition 1884-85 (despatches, Brevet Lieut. Col., medal with clasp, Khedive's Star) and was with the Egyptian Field Force in 1885-86 as D. A. A. and Q. M. G. Intelligence Department. Subsequently he was D. A. A. in India (1896-97), Brigadier General at Bombay 1897-1902 and a lately stated Major-General in North China.

BIG OPIUM HAUL.

Three boxes containing 3842 taels of prepared opium, valued at \$35,000 were found on the "Hai Mun" at mid-day yesterday, by Revenue Officers Wildin and McMillan, assisted by a Chinese search party.

A Frenchman named Leopold Birk, who was this morning charged before Mr. Wood as the Magistrate with attempting to import opium, and with being in possession of the same.

Answering his Worship's defendant, who gave an address at Astor House, said the boxes were given him at Amoy to forward them to Saigon. He was not going there himself but was going to put the boxes on the French Mail.

Defendant was remanded in custody until Saturday.

The Magistrate would not accept bail of less than \$300,000.

looked distracted. No ice since Monday when the ice factory (Patel's) ceased to supply. The ground floors of Sincere's store and Oriental Hotel (like other buildings) are under several feet of water. Scaffolding and planks have been erected everywhere inside and outside of the buildings, and all the valuables are perched up on these. The losses to all the stores must be enormous. The Water Works supply was put out of action on Monday night and the electric light plant on Tuesday morning. Chinese lanterns, candles, lamps, torches illuminated the city last night, and also the great fire of which more anon. Some of the hotels and large buildings are guarded by soldiers and volunteers wearing uniforms and armed with fixed bayonets and automatic pistols in their hands. These guards examine and interrogate everybody. The authorities appear to be in fear of some trouble, either of an uprising of the opposite political faction, or of the angry and homeless destitute. The Chief of the water police (who lived on the small island just below Sincere's store) had to evacuate his watery home where the water is already up to the windows. He removed to the Oriental Hotel (almost unobserved) and engaged rooms on the top floor. Last night (13th) soldiers with fixed bayonets came into and searched all the beds and other rooms (mine included) they opened the drawers and generally examined everything. Soldiers on rafts are posted outside Sincere's. They are also on the roof garden and on each floor by the staircase. The lift broke down on Monday night. Every space has been filled with ramp beds, etc., for the numerous and many destitute visitors. I heard that other officials are "scared" and have taken precautions similar to the last named official. One very prominent official is said to have gone to a country place with quite a small army to guard him. The Shamone is under 41 feet of water.

At 2 p.m. on Tuesday a fire broke out, some say in a tea shop, others say in a kerosene store (as many of these have been gutted since), others say in a fish and shell shop, in Sap Sam Hong Street. The last version appears to be the correct one, as I have it from the most reliable information from an official appointed by General Lung to investigate. The fire soon gained control and must have attacked a kerosene store almost immediately after breaking out, as flames shot up suddenly and the smoke was very dense. I was then watching from the roof of the Taiping Hotel and until it commenced to rain about 7 p.m. This somewhat damped the fury of the flames and also the ardor of the thousands of spectators who were posted on the roofs of the surrounding buildings. The wind was blowing from the West and considerably fanned the fire. It burnt furiously in spite of the rain and must have been licking up all the kerosene along a street full of such stores. I watched last night from the roof of the Oriental Hotel about three-quarters of a mile away. The fire appeared to cover a stretch of 200 yards then and was burning westwards. Every now and then huge flames shot up and sparks flew up in the smoke. The whole surroundings were clearly illuminated. Between the street and the fire stood a line of buildings, the fire of China and the tower of a pagoda. Both these

CORRESPONDENCE.

THE WEST RIVER FLOODS.

An Appeal.

(To the Editor of the "China Mail.")

Dear Sir,—The Tung Wa Hospital respectfully appeals to the public of Hongkong for subscriptions towards the Kwangtung Flood Relief Fund. Any donations, however small, will be gratefully received by the undersigned at the Hospital or at the Comptroller's office of Messrs. Jardine, Matheson & Co., Ltd.

Yours sincerely,

Lo CHING-SHUN,
Chairman of Directors,
Tung Wa Hospital.

ARRIVAL OF WELL-KNOWN CHINESE AVIATOR.

Air Flights Arranged at Shatin.

Mr. Tom Gunn, the Chinese aviator, arrived in Hongkong by the s.s. Mongolia this morning and was escorted to the King Edward Hotel, where he was received by some of the representatives of the Chinese associations and guests.

Mr. Gunn, who claims to be a Captain in the American Volunteer Corps, declared in an interview with a representative of the "China Mail" that he will remain in Hongkong about eight weeks and during that time give four flights, two on behalf of the Overseas Flying Fund and two in aid of the funds for the alleviation of distress in connection with the West River floods. The first flight will take place in the Shatin Valley in the first week of August and special arrangements are in progress for the convenience of spectators.

Mr. Gunn possesses a biplane and a hydroplane and he was uncertain this morning which machine he would use. His land machine is modelled on many types, American, French, British, and so on, and it is fitted with a 100-h.p. Curtis motor. Mr. Gunn commenced flying five years ago and has completed 2000 flights and met with only one accident at Emeryville Race Track, Oakland, California, when he was giving a benefit exhibition. He claims to have established a record for passenger carrying, taking up fourteen passengers in fourteen successive flights at Los Angeles.

During his stay in Hongkong the aviator will be entertained on a liberal scale. Tonight he will be the guest of the Tung family and on Friday he will be entertained at the Sea Yip Society. The Chinese Chamber of Commerce have also organized a reception in his honour together with the Y. M. C. A. and he intends to give a lecture on the science of aviation.

It is rumoured, but strongly denied, that Italy is about to take part in the Dardanelles campaign. The Italian Press is sharply divided on the subject. The majority of the Italian Press demands that Italy should pursue for the present her primary objective, namely, the campaign against Austria. The Messagero, on the other hand, advocates co-operation with the Allies in order to enable Russia to receive munitions through the Dardanelles and to make better use of her army in the Caucasus, and also in order to induce intervention on the side of the Allies by the neutral States of the Balkans.

seem to have been spared so far though they are close to the fire. Owing to the flood, which in the fire district rose about 8 ft., and owing to the break down in the water supply and the consequent impossibility to fight the flames, the fire continues unheeded. There has been considerable loss of life. The latest report on good authority says 500 have perished at least. One large house fell down with about 30 people inside. Almost all perished. The large pawn shop near the Tai Sheng Bank was gutted at 8 p.m. last night. The Tai Sheng Bank itself was attacked by the fire but owing to its construction of stone and mortar very little damage has been done. The flames did not enter the building. The boats and rafts offering to convey away people from the burning district demanded up to \$150 for one family. No wonder many were unable to escape the catastrophe or save themselves. The fire has already extended to the following streets: Ki Yi Kai, Hing Lung Kai, part of Sap Pat Po, Sap Sam Hong, Pat Nai Kai, Yung Kong Kai, Chan Lok Kai, and Kai Law. Miu, a famous joss house. The houses burnt so far are carefully estimated at over 1,000. The victims (killed) at over 500. The homeless at over 10,000. The report that the large Chen Kwong store had been burnt is not true. The kerosene stores chiefly fell the flames. This accounts for the rapidity of the conflagration and the big area covered by the fire. It will be difficult to extinguish it. Nothing is being done nor can be done it seems. Everything is at the mercy of the wind and rain. Blasting may be resorted to as a last resource so as to isolate the district. The flood hampers all operations and will do so for some days yet. The waters after rising 2 feet more yesterday remained stationary on the evening during the ebbs, but were expected to rise again this morning at 9 a.m. and until tomorrow at 3 p.m. after which it is expected to fall. Passengers on the "Hing Shan" inform that the water police were unable to do anything and that the fire started along a tea shop in Sap Sam Hong Street and burnt all round. Most of the firms burnt up in Sap Sam Hong are big dealers such as Chui Kwong Lan and Chui Yau Lan. Canton Street has been completely burnt out and every house gutted. Most of the silk and cloth stores in Chan Mak Lan Street have been gutted. Owing to the congestion of the houses in this district the danger of continued conflagration is very great. The fire this morning was burning in Sap Pat Po and northwards. It is also said to be burning towards the Oriental Hotel though still at a considerable distance, but when and where the fire will stop nobody can tell.

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	To SAIL	REMARKS
SHANGHAI	ORIENTAL	Daylight	Freight and Passengers
LONDON via SUEZ	SARDINIA	16th July	See Special Notice
LONDON via SUEZ	KASHGAR	17th July	Freight and Passengers
SHANGHAI, MOJI, KOBE	NORE	18th July	Freight and Passengers

Subject to immediate alteration without Notice.

All the above steamers are fitted with Wireless Telegraphy.

P. & O. S. N. Co.'s Office. E. A. HEWITT, Superintendent.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA
AND SEATTLE

in connection with THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY
For VICTORIA and TACOMA via MANILA, KEELUNG, MOJI, KOBE, YOKOHAMA and YOKOHAMA.

S.S. 'TACOMA MARU' Capt. J. Hamada, Thursday, 16th July at 3 p.m.
S.S. 'PANAMA MARU' Capt. J. Sano, Monday, 19th July at 3 p.m.
These Newly-Built Steamers of American Line have fair speed and are fitted with the latest apparatus. Best adapted for carrying Silk, Treasure and Parcels.

For BOMBAY via SINGAPORE PORT SWETENHAM
PENANG AND COLOMBO.

S.S. 'YAMAMOTO MARU' Capt. S. Nemoto, Tuesday, 20th July at 3 p.m.
S.S. 'OHUSEN MARU' Capt. S. Nemoto, Thursday, 22nd July at 3 p.m.

For TAMSUI and KEELUNG via SWATOW AND AMOY.
S.S. 'DAIJIN MARU' Capt. E. Murakami, Thursday, 16th July at Noon.
S.S. 'KAJO MARU' Capt. Y. Yamamoto, Monday, 19th July at Noon.

For ANPING AND TAIPEI via SWATOW AND AMOY.
S.S. 'SOSHU MARU' Capt. A. Kobayashi, Wednesday, 21st July, at 10 a.m.

FOR HAIPHONG (DIRECT).

S.S. 'KEIJO MARU' Capt. T. Konishi, Friday, 16th July at 10 a.m.
S.S. 'DAIGO MARU' Capt. T. Konishi, Friday, 16th July at 10 a.m.

These Steamers of Coast and Commerce Line have excellent accommodation for first class passengers and are fitted with electric light and fans. These Steamers will arrive at and depart from the South Yip Wharf near the Harbor Office.

FOR FURTHER INFORMATION, APPLY TO—
H. YAMAUCHI, Manager,
Second Floor No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN
MAIL SERVICE

TO AUSTRALIA, via MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	15th July	22nd July, at 11 a.m.
EASTERN	22nd July	29th July, at 11 a.m.
ALDENHAM	29th July	5th August, at 11 a.m.
ST. ALBANS	5th August	12th August, at 11 a.m.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to—
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NATAL LINE OF STEAMERS

TAKING Cargo or through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CAIRO, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND 'APCAR LINE'.
Proposed Sailings from Hongkong.

Steamer from Hongkong	On or about	Connecting at Calcutta with	On or about
EMPIRE	15th July	EMPIRE	22nd July
EASTERN	22nd July	EASTERN	29th July
ALDENHAM	29th July	ALDENHAM	5th August
ST. ALBANS	5th August	ST. ALBANS	12th August

For Freight and further particulars apply to—
DODWELL & CO., LTD., Agents.

HONGKONG—NEW YORK

REGULAR SAILINGS via PORTS and SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

FOR NEW YORK via SUEZ CANAL.

S.S. 'EGREMONT CASTLE' On or about 16th July.
For Freight and further particulars, apply to—
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THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

S.S. 'DAIJI MARU' For Batavia, Samarang, Sourabaya, Macassar & Balikpapan, On or about 16th July.
S.S. 'HONTO MARU' For Moji, Kobe & Yokohama, On or about 27th July.
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DODWELL & CO., LTD., Agents.

SHIPPING

PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons	MANCHURIA 27000 tons
KOREA 18000 tons	SIBERIA 18000 tons
CHINA 18000 tons	NILE 18000 tons
PERSIA 8000 tons	

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

S.S. MONGOLIA	Sailing Tuesday, 20th July, 1 p.m.
S.S. PERSIA	Tuesday, 2nd Aug., Noon.
S.S. KOREA	Tuesday, 10th Aug., 1 p.m.
S.S. SIBERIA	Tuesday, 17th Aug., 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Mori, the world-famous chef. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—billiard tables, etc.—and a full orchestra, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passage in Our First Consideration.

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TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

Sailings from Hongkong—Subject to change without notice.

Steamer Displacement Tons & Speed. Leave Hongkong.

SHINYO MARU 22,000-21, 20 knots, Tues., 27th July at Noon.

CHIYO MARU 22,000-21, 20 knots, Tues., 24th Aug. at Noon.

TENYO MARU 22,000-21, 20 knots, Tues., 14th Sept. at Noon.

NIIPPON MARU 11,000-10, 10 knots, Tues., 28th September.

* Via MANILA, Omitting Shanghai.

First Class to London "271-10. Return (6 months) £120.
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Thence by Trans Andean Route to Buenos Aires, etc.

Steamer Displacement Tons & Speed. Sailing.

ANYO MARU 18,600-18 knots, Friday, 10th Sept., at Noon.

For full particulars as to Passage and Freight apply to—
K. DOI, Acting Agent,
KING'S BUILDING (Opposite Blake Pier), Telephone 291.

NIIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

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DESTINATIONS. STEAMERS. Displacement. SAILING DATES.

MARSEILLES & LONDON. Via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.

KAMO MARU, Capt. Shimizu, Tons 18,000, THURSDAY, 16th July at Noon.

KASHIMA MARU, Capt. Yagi, Tons 20,000, THURSDAY, 29th July, at Noon.

VICTORIA, B.C., & SEATTLE. Via MANILA, THURSDAY, 27th July, at 4 p.m.

SHANGHAI, MOJI, KOBE, YOKOHAMA & YOKO.

SSADO MARU, Capt. Asakawa, Tons 12,500, TUESDAY, 27th July, at 4 p.m.

SYDNEY AND MELBOURNE. Via MANILA, THURSDAY, 16th July at 4 p.m.

DAY ISLAND, TOWNSVILLE AND BRISBANE. Capt. Tominga, Tons 13,500, TUESDAY, 17th August, at 11 a.m.

BOMBAY via SINGAPORE, JINSEN MARU, Tons 8,000, THURSDAY, 22nd July.

NAGASAKI, KOBE & YOKOHAMA. Via MANILA, THURSDAY, 16th July, at 4 p.m.

SHANGHAI MOJI & KOBE. KAMAKURA MARU, Capt. Kato, Tons 12,500, THURSDAY, 22nd July.

KOBE & YOKOHAMA. KAWACHI MARU, Capt. Kato, Tons 12,500, MONDAY, 19th July.

* Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE

Steamer	Displacement	Leave Hongkong
KAMO MARU	18,000 tons	Thursday, 16th July
KASHIMA MARU	20,000 tons	Thursday, 29th July
MISHIMA MARU	18,000 tons	Thursday, 12th August
KASHIMA MARU	20,000 tons	Thursday, 26th August

FOR AMERICA

Steamer	Displacement	Leave Hongkong
SSADO MARU	12,500 tons	Tuesday, 27th July

KUSU MOTO, Manager

Telephone No. 292.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HOIHOW & HAIPHONG	SHANGHAI	July 16, at 9 a.m.
HOIHOW, PAKHOI & HAIPHONG	SHANGHAI	July 16, at 11 a.m.
SHANGHAI	SHANGHAI	July 16, at 4 p.m.
WEIHAIWEI & TIENTSIN	SHANGHAI	July 17, at 4 p.m.
SHANGHAI	SHANGHAI	July 18, Daylight
MANILA, CEBU & ILOILO	SHANGHAI	July 20, at 4 p.m.
SHANGHAI	SHANGHAI	July 20, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly

S.S. 'LINTAN' and S.S. 'HANUI'.

MANILA LINE. Twin Screw Steamers 'Chincha', 'Taming', & 'Tan'. Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Tan'.

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.

S.S. 'Anhui', 'Cheung', 'Hanchow', 'Lachow', 'Yingchow' and 'Sinking', with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
MANILA	WINGSANG	SATURDAY, July 17, at 3 p.m.
SHANGHAI	HANGSANG	TUESDAY, July 20, Daylight
HAIPHONG	TAKSANG	TUESDAY, July 20, at 7 a.m.
SHANGHAI	CHONGSANG	THURSDAY, July 22, Noon
SINGAPORE, PENANG & CAYSHING	YATSHING	FRIDAY, July 23, at 3 p.m.
MANILA, CEBU & ILOILO	YUENSANG	SATURDAY, July 24, at 3 p.m.
SHANGHAI, KOBE & MOJI	YUENSANG	SUNDAY, July 25, Daylight
SINGAPORE, PENANG & CAYSHING	YUENSANG	TUESDAY, July 27, at 3 p.m.
WEIHAIWEI & TIENTSIN	CHONGSANG	WEDNESDAY, July 28, Daylight

THE steamers Kiang, Nanyang & Fookang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Yatsung, Kwang, and Suichang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chelco, Tientsin, Delly, Weichow.

‡ Taking Cargo on through Bills of Lading to Khat, Lahad Duta, Simporna, Tawau, Gusan, Jesselton and Labuan.

For Freight or Passage, apply to—
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THE ROYAL MAIL STEAM PACKET COMPANY

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SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARD.

STEAMER. Date of Departure.

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND.

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BRITISH INDIA S. N. CO., LTD.

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REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. 'SANGOLA' 3,182 tons, Capt. Milne, S.N.C. will be despatched for SHANGHAI, KOBE & MOJI on 23rd July.

WESTWARD.

The above Steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to—

DAVID BASSOON & CO., LTD.

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STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITER, RANKAN PORTS, AND LONDON.

Through Bills of Lading issued for DATA VIA PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship 'SARDINIA', Captain J. T. JAFFRY, carrying His Majesty's Mails will be despatched from this port on SATURDAY, the 17th July, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship 'Mongolia' from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong, 'Sik' and 'Yushima' and 'Tan' and 'Ogura' for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc., will be conveyed via Bombay and transhipped to the a.s. 'Kivu' due in London about 29th August, 1915.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to—

E. A. HEWITT, Superintendent.

Hongkong, July 2, 1915.

FOR SEATTLE

THE a.s. 'SHINSEI MARU' will be despatched about the end of July.

For Freight and particulars, Apply to—

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, July 1, 1915. 573

AGENTS.

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SINGAPORE, STRAITS, etc.—KELLY & WAH, Ltd., Singapore.

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